## MORNING HERALD.

## NEW YORK, THURSDAY MORNING, AUGUST 27, 1840.

Circulation of the Herald Aggregatecirculation of the Herald, ...... Of this immense is sue we circulate in Philadelphia, Daily and Weekly, about ....

35- Individuals and families, merchants and tra ders, who want the Herald served at their houses, or places of business, regularly, and before seven o'clock in the morning, can be supplied by leaving their names and numbers at the Heraid office, 21 Ann street. We have one of the best corps of carriers in New York-decent, competent, faithful and attentivemen. This will be a better arrangement th in depending for a supply on the chance sales in the streets. Of late great numbers of citizens have or lered the Herald to be regularly served at their bouses, instead of buying it in the street.

Latest Advices Advices
york Merald of
Lisbon,
Marseilles,
Madeira,
Madeira,
Monte Video,
Matanzae,
Ponce, P. R.
Pernambuco,
Port au Prince,
Rottersam,
Rio Jaueiro,
St. Thomas,
St. Jago,
St. Johns, P. R.
St. Croix,
Turks Island,
Trinidad, C.
Valparairo,

OLD LINE OF LIVERPOOL PACKE TS—FOR LIVERPOOL—Regular Facket of the 1st September. The splendid packet slip CAMBRIDGE, burthen 560 tons, Captain fra Bursley, with sail for Liverpool, on Tuesday next, the 1st September. Her accommodations for cabin, second cabin and steerage passengers, are unequalled for comfort and splendor. Persons desirous of passage in this fast sailing favorite packet shin, will please make early application to the Captain on board, foot of Brekmanst, or to TROCHE, BROTHERS & CO. 67 South St.

From whom also can be obtained drafts at sight for any amount on the Royal namk of Ireland, or on Prescott, Grot 7, Ames 3 Co. Rankers, London, which will be paid on demand at all the branch backs throughout Great Britain and Ireland, 226 64.

GLOVER & McMURRAY, 100 Pine street,

FOR LIVERPOOL.—The new and superior coppered ship OCEAN, Millard, master. ight or passing, apply to BOYD & HINCKEN, 9 Tontine Building.

FOR LIVERPOOL—To sail on the 27th instant. The superior copper fastened and coppered ship: EAN, Millard, master. For freight or passage, e master. a board, at pier 12, ER, or to BOYD & HINCKEN, 3 Tontine Building. FOR LIVERPOOL. The well known superior sh pFLO AIDA, Capt. Moran, has the major part of ther cargo now going on board, and well be pre-entry sk. For freight of 159 bales cotton, or passage, apply

BOYD & HINCKEN & Tontine Building.

BOYD & HINCKEN, 9 Tontine Building. PACKETS FOR HAVRE—Second Line—The ship UTICA, J. B. Pell, master, will sail on the lat September. BOYD & HINCKEN, Agents, No. 9 Tontine Building. Passage in Cabin \$100, without wines and digare.

FOR HAMBURGE—The Big Cost section coppered and copper fastened back FRANKLIN, Captain Slee boom, has part of her cargo engaged, and will be departed quickly. For balance of freight or passage, apply to B. H. SCHMIUT'S SON & CO. 33 Wall st. FOR ANTWERP—The coppered and copper fus-tened brig ARMADILLO, Campbell, master, has the major part of her cargo engaged, and will have scompt despatch. For halince of freighter passage, apply to D. H. SCHMIDT'S SON & CO. 83 Wall et.

FOR ANTWERP.—The American ship SARAH
SHEAF, Captain Gray, has the greater part of her
or balance of freight, or passage, apply 10
1, 22
D. H. SCHMID T'S SON & CO. SS Wallet FOR ANTWERP-The good coppered and coppered to the per fastened ship GEORGES, Gutter, master, has spaceh. For basenee of feeight or passage, and will have despatch. For basenee of feeight or passage, apply to B. H. SCHMIDT'S SON K.CO. St Wall st.

FOR ANTWERP—The new copper castened Sw. brig NYAIRD, Mattson, master, has the major part cargo engaged and will have quick despatch balance of freight or passage, apply to D. B. St. HMIDT'S SON & CO. 81 Wall at.

FOR ANTWERP-The superior At coppered and copper fastened ship CAHAWBA, Smith, ma-ter, will have quick desaute; for the acove port, and take some heavy freight. For which or passage, ap-D. H. SCHMIDT'S SON & CO. 83 Wall-st.

OR STOCKHOLM-A fine fast smiring Vessel he despatched for the above port, provided the of son hela is offered. Apply to D. H. SCHMIDT'S SON & CO. 8 Wall at.

FOR ANSTERDAM — The fine new At ship BENJAMIN AYMAR, B. Carrer, menter, is load-ing for the above port, and can take the bulk of 200 or the above port, and can take the bulk of 20 b. For which, or passage, apply to D. H. SCHMIDT'S SON & CO, 53 Wall st. FOR AMS PERDAM - The superior brig CARO LINE MARY. Captain Co.e. has three fourths of hereavgo engaged, and will sail in all this week. For right or parago, and

ht or passage, anoly o HINCKEN, 9 Toutine Building. FOR A MSTERDAM—The fine fast railing cop-pered and copper fastened back \* MILLE, Ancherson, master, has the major part of her cuago enzaged, and quick despatch. For balance of freight or passage,

D. H. SCHMIDT'S SON& CO. 32 Wall street.

D. H. SCHMIDT'S SON & CO St Wall-st. FASSAGE TO THE NORTH OF EUROPE— For passage to the North of Europe, apply to PETER REIERSEN & CO. Ship Brokers, as Wall street

FOR HAVANA-Loading at pier M. ER-The superior fast sailing packet back EMPRESS, 220 toos burthen, John West, master, bacing the bulk of her cargo engaged, will sail positively on Saturder, the 29th inst. For balance of light freight and passage, having elegant accommodations, with state ro ma, for 1t passageers, splig to the master on board, or at the office of the consignee, 5t Bread street.

JOHN RITCHES. 255 6t

PASSAGE TO THE WEST INDIES -- For passage to the West Indies, April to PETER RESERVE CO Ship Brokers.

FOR ST. THOMAS—A Vegsel is wanted for the above place—she will have quick despatch. As ply to PETER REIERSEN & CO. Ship, Frenkers.

FOR NEW ORLEANS—The superior fast sailing packet ship GOTTON PLANTER. Boane, ort. Having splendid accommodations for cabin and steerage assengers, persons about embacking would do well to make early application to HERDMAN & KEENAN.

FOR NEW ORLEANS...First Packet...Will meet with immediate despatch... The first class fast sailing packet ship COTTON PLANTER, Capt Dosse, will sail for the above port without delay. Having very superior accommodations for cabin, account cabin, and steering passengers, persons who intend proceeding south, should embrace so very Savrable an opportunity. For freight or passage on the most reasonable terms, apply on board at Burling Slip, or to GLOVER & McMURRAY.

FOR NEW ORLEANS-Star Line-First Regular Packet.—The packet ship RUSSELL GLOVER is now ready to receive freight, and will have immediate dispatch. The Russell Glover is a new ship, now on her first voyage, and with he commanded by Capt. Jabez Howes. This is decided to the most superior packet in the trade. The well known ship Echo will succeed the Russell Glover in this line.

For freight or passage, on the lowest terms, please to apply on boarc, at Murray's wharf, foot of Wall street, or to GLOVER & McMURRAY, to fine street, age COUNTER STOCKHOLM.—Full Greight with a given

FOR STOCKHOLM-Full freight will be given to a Vessel of about 400 tons. Apply to PETER REIERSEN & CO 65 Wall st. WANTED FOR CHARTER-Two vessels of 2500 and 3000 barrels, to proceed from eastward to north of Europe. Three vessels of 600, 300 and 1200 cotton, to load direct to north of Europe. Apply to B. H. SCHMIDT'S S. N. & CO. 83 Wall st.

WANTED TO CHARTEH—Two results of 2500 barrels capacity, or one of 5000 bbls., for a voyage from nence to the Baltic. A vesset of about 250 jy23 D. H. SCHMIDT'S SON & CO., 83 Wall st. WANTED TO CHARTER.—A fast sating schooner of from \$2 to 120 tons, with very comfertable cabin accommodations for six to eight passengers, be wanted for about a month. Apply to BOYD & HINCKEN, 2 Tontine Building.

WANTED-A Vessel about 2500 orls. burthen, for A Vessel from 2 to 3000 bris, burthen, for the North of Eurepe. A Vessel about 2000 bris. burthen, for Bristol. Two Vessels from 2300 to 3000 bris. burthen, for the South of

urope. Apply to PETER REIERSEN & CO. Ship Brokers, 65 Wall st. FOR PREIGHT OR CHARTER—The fine new British Brig KATE, Williams, master, now on her first voyage, 210 tons register—carries a large cargo for her tonnage; can be ready to commerce loading in eight days. Apply to PERSSE & BROOKS, No. 61 Liberty at

FOR SALE—The very americar coppered and copper fastened New York built ship E.HIE—Burthen, per register, 48t tons. Apply to BOYD & HINCKEN, 9 Tontine Building. WANTED FOR QUEBEC-About 800 bris more reight can be taken in a first class English vesses at low rates. Apply to PETER REIERSKN, 65 Well street.

LONDON LINE OF PACKETS To sail on the 1st, 10th, and 20th of every month.— This into o packets will hereafter be composed of the following ships, which will succeed each other in the order in which they are named sailing poneturally from New Yerk and Portsmouth on the 1st 10th, 20th, and from London on the 7th, 17th, and 27th of ever month, threshout the year, viz:

ST. JAMES, Sebor, MONTREAL, Griffin, GLADIATOR, Britton, MEDIATOR, Champlin WELLINGTON, Chadwick, Feb. 10 (March?7 April June 10 July 27 Aug. Oct. 10 Nov. 27 (Dec. Feb. 20 April 7 April June 20 Aug. 7 Aug. Oct. 20 Dec. 7 Dec. QUEBEC, Hebard, PHILADELPHIA, Morgan, SAMPSON, Sturges, PRESIDENT, Chadwick, ONTARIO, Huttleson, FORONTO, Grawold,

OLD LINE LIVERPOOL PACKETS. the SOUTH AMERICA, 618 tons, D. G. Bailey, 19) The ENGLAND,

The OXFORD, 500 tone, J. Rathbone, The NORTH AMERICA,
10 tons,
A. B. Lowber.
19 The NEW YORK, (new) August December April W. C. Barstow, September 1 The CAMURIDGE, | 850 tons, | 1ra Bursley, | 19 | The COLUMBUS, 

price of passage outward is now fixed at \$109, for which stores, of every description, will be provided with the ion of wines and liquors, which will be furnished by the

GODHUE & CO., or } = Barling slip, New York and to BARING. BROTHERS & Co. Laverpool.

NEW LINE LIVERPOOL PACKETS.

To sail from New York on the 25th, and Liverpool on the 13th of each mouth. FROM NEW YORK.

Ship ROSCIUS, Captain John Collins, 25th July.

SIDDONS, Captain N. B. Palmer, 25th August.

SHERIDAN, Captain F. A. Depeyster, 25th Sept GARRICK, Captain F. A. Depeyster, 25th Other.

Ship SIDDONS, Captain F. A. Depeyster, 13th July.

GARRICK, Captain

100	411	495	磁色
The ships of	TS FOR HAY	VRE-SECON	departure from
From New Yor January la	ring the year, th	(# i-	From Houre,
May September is February is	Ship UTICA	CARROLL.	June 24th October 24th March 24th
October 1s	13	W. Lee,	November 24th

LIVERPOOL AND NEW YORK REGULAR COMERCIAL LINE OF PACKETS.

TO AND FROM THE ABOVE FORTS WE KLY
Persons sending for their friends residing in Great Britain
and Ireland can have them brought out with despatch per the
above line on very moderate terms. Agents of the first respectability have lately been engaged to see that the emigrant is
forwarded without delay, and small drafts given in their favor
pro-puly paid. Orders from all parts of the country will be
punctually attended to, and such attention will be given to all
brauches of the business as to guarantee the further patronage
of those who will fivor the undersigned with their orders, and
in all cases where the passengers do not embark the passage
money will be refunded to the person from whom it was received.

money will be refunded to the person from wants through a ceived. In addition to drafts given on our numerous agents through the different parts of England, Ireland and Scotland, who give every facility to the emigrant whose pa sage may be engage us here, they can be furnished with drafts large or small smon

payable at night, as f	ollows:-	White the second second second
On the Provincial	Bank of Ireland, and	its branches-
Armagh	Dungannon	M al on
Bandridge	Derry London	M onagh an
Ballina	Downpatrick	M oney more
Ballymona	Dungarvin	Qmagh
Bandon	Ennis	Parson stown
Ballyshannon	Enniskillen	Stra ba ne
Belfast	Galway	Bligo
Clonmell	Kilkenny	Tralee
Cork	Kilrush	Waterford
Cavan	Limerick	Wexford
Colerain	Lurgan	Youghal
Cootehill		
	ank and its branches-	
Athlone	Ennes	New Ross
Ballinasloe	Enniscorthy	Newry
Ballina	Fermoy	Roscrea
Boyle	Galway	Roscommon
Carrickonsuir	Kilkenny	Higo
Cloumell	Killarney	Tallow
Cashill	Killrush	Trales
Cork	Kanturk	Thurles
Castlerea	Limerick	Turme
Cahercireen	Loughrea	Tipperary.
Charleville	Longford	Waterford
Drogheda	Moate	Wexford
Dundalk	Mitchelstown	Westport
Dungargen	Nenagh	
For further partie	miars, apply (if by let	ter, post paid) to
	DMAN & KEENAN	, 61 South-street,
jel9		por east of Wall at

MAIL LINE. 

o'clock.

Passengers will leave on the arrival of the above boats at
Nor eich every morning in the splendid Cars of the Norwich
and Worcester Rail tood Company, and proceed immediately
to Bostou, without shange of Cars or baggage.

Freight taken until 4 o'clock.

N. B. Providence passengers will take the Rail Rend Cars
from Norwich to Killingly—thence to Providence. Fare
throug, \$4.

Porfurther information, inquire of
m6 6m\*

E. A. & G. W. CORLIES, 289 Pearl street.

NEW JERSEY RAILROBAND TRANSPORTA-ATION COMPANY. NEW YORK AND NEWARK.

Fare reduced to 25 cents.
From foot of Courtlandt street, From foot of Courtland street.

Leave New York.

At 8 A. M. At 2 P. M. At 7 A. N. At 8 P. M.

9 de 4 do 9 do 5

11 do 6 do 10 d 7 do

7 do 10 d 10 d 7 do

ON SUNDAYS.

At 8 A. M. and 4 P. M. At 1 P. M. and 10 P.

NEW YORK, ELIZABETHTOWN, RAHWAY, AND

NEW BRUNSWICK.

Fare reduced.

From foot of Liberty street, daily.

Fare reduced.
From foot of Liberty street, daily.
Leave New York.
At 9 A. M.
SOMERVILLE stages connect with these lines each way Fare between New York and Somerville.

do do Mew Brunswick, 50 cents.
Rehway, 371 cents.—Elizabethtown, 25 cents.
The Philadelphia mail line passes through New Brunswick for New York every evening at 9 o'clock.
On Sundays the 74 A. M. teep from New Brunswick is omitted

Every day, (Sundays excepted, lianding at Caldwell's, West Foint, Cold Spring, Fishkult Landing, New Hamburgh, and Milton. The new and splendid steambast OSEOLA.

taken on heard this boat, must be at the risk of the owner thereof.

NEW ARRANGEMENT.

NEW ARRANGEMENT.

NEW ARRANGEMENT.

NEW ARRANGEMENT.

NEW YORK.—FARE.

REDUI KD TO 141 CENTS.—The splendid ter, having been handsomely fitted up for the season, will on and after Thursday, June 25, leave as follows:—

CENTRE WHARF, NEWARE.

10 o'clock, A.M.

20 clock, A.M.

91 o'clock, A.M.

10 o'clock

The splendid steam ship NEPTUNE, will be sold on Tuesday 8th day of September, at the Merchauta Kurhauge, at 1P. M. For further particulars apply on board, at foot Clinton at E. R. or Capt. J. Pennoyer at Congress Hall, 142 Broadway. She is expected and expensasion-d, engine in complete order, and can be sent to sea at trifling expense. Inventory which is very full, can be seen or boa!

Leave Whitehall. 2 a clock, P. M. 1 o'clock, P. M.

Fare 12 1-2 cents.

All goods shipped or put on board of these boats must be articularly marked, and at the risk of the owners.

COUGHS AND COLDS.

ton at Brookien.

FOR SALE, TO LET, OR EXCHANGE—Immemediate possession given.—The elegant new three story
for incidence, with naished attice, a basement and counter cellar. No. 5s Fourtieenth etters, has makene and counter cellar. No. 5s Fourtieenth etters, has makene grades, piata, &c. This house is second from Broadway, of the five new
huldings on the south side of Fourteenth street, between the
fifth and such Avenus. It would be sold at a underste price,
and marrly the whole purchase money rem in on bond and
mortigge; or it will be exclusinged for property in the lower part
of the city. Apply of the statement of the sity. Apply of the
FARM WANTED—Within a few miles of New York, one
bounded on the East or Morth River, preferred. Cash as
other Kan Estate, willbe given in exchange. Apply as above.

All Im.

WANTED TO RENT-The lowers or and celler of a store in Front street, or South street, between Burling al p and Wall street Address A. R. box 348 Lower Fost-office.

Lower Fest-office.

AB

VELLOW PINE TIMBER & ND LUMBER. Hopse and
I shop Timber, Railroad Schalling, Ship Plank, Off Cask
Heading, Flooring Boards, &c., sawed to any length and size
required, and delivered at this or any other port at the estabished prices of the Steam Saw Mills at Wilmington, N. C.

Cargoes for the West Indica furnished at short notice and
on the most favorable terms. Arply to
jes RICHMOND WOODHULL, 174 South st.

[Correspondence of the Heraid ] LIVERPOOL, July 26, 1840.

EDITOR HERALD!-

The railroad cars and engine pass, as you know several times a day between this and Manchester, usually in one hour, and very often in less time, the distance being 30 miles, and the fare six shillings in the first class of coaches, to which the English adhere, having never adopted anything like the long, single bodied American passage cars. Each coach, contains only six seats, and each car usually conveys three of these coach bodies or separations. As regards railroads in this country, it may be remarked, they are generally better built than ours, and in every respect, as to right of way, &c, cost double as much, and in some cases four times as much as ours. Simply obtaining the charter for the London and Birmingham road, with some branches before parliament cost the company £80,000. The Great Western railway passing from London to Bristol, is the most expensive road in the Kingdom. It is se ven feet wide, and is built in a manner to austain the heaviest engine. I saw a large engine first built for this road at the works of Messrs. Sharpe, Roberts & Co. in Manchester, which is calculated to weigh when charged with water, &c. 23 tons. They make frame and all of iron, no wood is seen either in the en-gine or tender. They calculate one of these engines will convey passenger trains of 300 people, or more, at the rate of 45 miles per hour. In this country every crossing is either tunnelled or bridged, and no engine is ever stopped on the account of a hogor cows. With their rapid travelling, their police and care are placed on an excellent fosting.

The milage travelling, however, is higher here than with us, in the same description of cars-and is generally from 5 to 7 cents per mile.

is generally from 5 to 7 cents per mile.

Manchester is reckoned the second town in England, if not in the United Kingdom. Its growth, since the invention of Arkwrightin roller spinning, has been very rapid. Lancashire, containing Liverpool and Manchester, with a part of Yorkshire, Staffordshire, Nottingham and Derbyshire, from the extent, and improvement in every description of manufacture of cotton wool, may be considered the wealthiest portion of Great Britain, and includes more railroad and mail road investments than any other portion of England, and cannot own much less than £9,000,000 sterling in this species of property As I expect to visit Manchester again and make a longer stay, I will hereafter give you some further account of the place.

longer stay, I will hereafter give you some further account of the place.

Of Sheffield, I can say something more, having spent two or three days in the place. This town is on the river Don. With Manchester it has no communication, as yet, except by stage coach and wagons. From Huddersfield to Manchester there is a canal, which, in passing the highest range of hills found between St George's Channel and the German Ocean, on each side of England, rise more than 1300 feet above the level of the sea. Through this ridge, this canal, 24 miles long, has a tunnel 3 miles in length; so that, from Liverpool to Huddersfield, 54 miles, there is canal communication. They are constructing two railroads from Manchester, one to Leedy, and the other to Sheffield. The latter, in crossing the high and barren hills just alluded to, they say, will require a tunnel of 3 or 4 miles long.—From Sheffield, a canal passes from the river Don to the river Humber, or Umber, and establishes a communication with Hull, &c. Sheffield also communicates with Hull, Leeds, Eirmingham, Derby and London, by railroad.

Sheffield takes its name from Sheave River, a

the river Humber, or Umber, and establishes a communication with Hull, &c. Sheffield also communicates with Hull, Leeds, Eirmingham, Derby and London, by railread.

Sheffield takes its name from Sheave River, a small stream that empties into the Don at this place. On Sheave River there was a field, which, in part, belonged to Mr Vickers, whose sousstill reside in Sheffield, and belong to the extensive steel manufacturing company of the celebrated house of Naylor. & Co. What was anciently called "heavefield," became "Sheffield," near to which spot, stood the ancient town of Hallam, which was celebrate for making pikes for the arms of the ancient Britons—Hallam, however, was conquered by the Romans, and was fortified by them. In the neighborhood of Sheffield, one or two scites or remains of Roman fatification, are pointed out. In the year 200 to 500, A. D., Hallam was conquered and everrun by northern hordes, called Thanes. The Lords of Hallam were long distinguished in English History, and I believe some of their descendants took part in the crusading wars, for the recevery of the Holy Land. About the year A. D. 1200, Sheffield had acquired considerable' reputation as a town, and was visited by King John, in his wars against his Barons, who ultimately compelled him to sign Magna Charia, at Runnemede, near London. King John, however, was well received and treated on the occasion of his visit to Sheffield, one of whose wealthy citizens entertained him with much pomp and hospitality, which caused John to bestow considerable privileges on the town. Sheffield is now a manufacturing town of great importance, in the articles of steel and cuttlery of all descriptions. For this purpose she is admirably situated. The river Don runs through the town, between considerable hills, and the water power afforded by the fall in the river, was of great advantage in their steel works, and especially before the invention of the steam engine. Here the same water is used over a great many times. The coal, likewise, in the neighborhood exeavations cut, as at Newcastle, extending in some instances, two and three miles under ground. The coke which they prepare from this coal is admirably adapted for converting iron into steel. Sheffield contains a population of near 100,000 inh bitants, and consumes about 500,000 tons of coal annually in her manufactures. To convert iron into steel, and carry it through all the processes of casting, forging and hammering, until it is reduced into rods of a suitable size for making penknives and other instruments of fine cutlery, requires teatons of coal to one of steel.

Of the steel manufacturers, the honses of Naylor & Co., now Naylor, Hutchinson, Vickers & Co., and

other instruments of fine cettlery, requires teatons of coult to me of steel.

Of the steel manufacturers, the honese of Naylor & Of the steel manufacturers, the honese of Naylor & Of the steel manufacturers, the honese of Naylor & Of the steel manufacturers, the honese of Naylor & Of the steel manufacturers, the honese of Naylor & Of the two, Co., and Pittle the Naylor & Of the two, Co. and Pittle the Naylor & Of the two, Co. and Pittle the Naylor & Of the two, Co. and the Naylor & Of the Naylor &

he naked eye. A small hard chissel is used with ta very hard edge, and the operator sets at a bench with the file before him, and at right augles to his body. He gives his chissel a tap for every notch he makes, with a hammer, and as quickly removes it to a fresh place, and so goes on till the file is cospletely cut. In this way you may see from forty to fifty hands all employed at the same time in a single room, all attentively tapping away together making steel files to go to all parts of the world. This house also employs about three hundred hands. The brothers Messrs. Vickers are very active and the come of the common of

pure silver castings, which are fitted together, and the hollow eavities, such as candlesticks, filled with some ponderous metal, to give them weight. In large hollow pieces that are cast, they are first filled with pine resin, and then all the forms desired to be represented, such as leaves, &e are indented with light small hammers; and if parts are required to be raised, the resin is melted, and the blount end of an elastic iron rod is introduced, the middle of which is fixed in a vice, and the parts wanted raised, hammered over the end of this red, till the parts are sufficiently raised. In this business, cutting the dies in solid iron, is the most tedicus and expensive port of the business. It takes a man from one to two months, to cut one of these dies, particularly if the pattern is a rich one. As the fashions change in plate as in every thing else, they have to keep men all the time making new dies. I saw in one room several hundred of these dies. They are generally placed, when used under a heavy falling piece of iron, and the piece or plated metal placed in the die, when the workmen lets fall the weight, which crushes the metal in the die; in such zanner as to give it the form of the die; and this is continued several times till the process is completed. The Messrs. Rogers employ about 200 hards—and what surprises one so much in Sheffield, is that they do so much by hand alone, without the aid of machinery. This is owing to the great chespness of labor, and causes the work, especially in fine articles of plate and cutlery, the more perfectly done. And hence, in our country, where labor is so high, these things cannot now, if ever, come in competition with them. Nearly one-half of every thing made in Sheffield, especially in the steel, file, saw and cutlery way, is sold to America. The remainder of their export trade is principally to the Continent. The F ench never have, and I doubt if they ever can, equal the English in the manufacture of hardware. They also make every variety of saws in Sheffield. Th